

Leesburg Standing Residential Traffic Committee Minutes of Monday, February 2, 2004

The Leesburg Standing Residential Traffic Committee met on Monday, February 2, 2004, in the Lower Level Conference Room of the Municipal Government Center, 25 West Market Street, Leesburg, Virginia. The meeting was called to order at 7:10 p.m.

Members Present

Elizabeth Whiting, Chair
Ric Knight, Vice Chair
Vice Mayor Mervin Jackson

Peg Coleman

Town Staff Present

Calvin Grow
Mike Bomgardner
Nick Colonna
Mark McCartney

Citizens present

Craig Lane

Hub Turner

1. *Minutes:* On **motion** by Ric Knight, **seconded** by Nick Colonna, the **minutes of the January 5, 2004 meeting were approved** by unanimous vote.
2. *Public Comment:* Hub Turner, a resident of Bradfield Drive S.W., talked about steadily growing problems with speeding and traffic volumes in residential areas in Town and urged that comprehensive studies of speed and volume be used before the Town undertook traffic calming projects.
3. *Crosswalk at Union Street, N.E. and North King Street:* Calvin Grow reported that the storm drainage project in this area would include handicap ramps and a crosswalk across North King Street. He indicated that the project is designed and fully funded and that the Town hopes to bid the project by the end of the fiscal year pending easement and right-of way acquisition. Liz Whiting indicated that she would make Gabe Kelemen aware of this so that she can share this information with citizens interested in establishing a crosswalk at this location.
4. *Crosswalk at Oakcrest Manor Drive, N.E. and North King Street:* Calvin Grow reported that he and Tom Mason had looked at this existing crosswalk and decided that the posted speed limit of 25 mph would permit the warning signs to be moved closer to the crosswalk; an arrow pointing toward the crosswalk will also be added.
5. *Smart Trailer report:* Mark McCartney reported the results from Smart trailer investigations during December 2003 and that battery failures put one unit out of service. North King Street follow-up studies hopefully will be reported at the March meeting. Mark McCartney also reported on speed results on Morven Park Road, N.W. approaching West Market Street (average speed 23.86 mph), and Potomac Station Drive, N.E. near Harper Park Middle School (average speed 29.34 mph) and near Gingko Terrace, N.E. (average speed

6. 31.11). As a result of the study, Potomac Station Drive, N.E. was added to the selective enforcement list.
7. *Harrison Street, N.E. sidewalk and drainage project:* Calvin Grow reviewed the plans for this project, which will eliminate parking on Harrison Street, N.E. (except on Sundays) and will include brick sidewalks on each side of the street. The southbound turn radius for traffic approaching from the west has been punched out and is similar to the newly constructed turn from eastbound Edwards Ferry Road, N.E. south onto Catoctin Circle, N.E. creating a condition where the turn must be navigated at slower speeds. The design also includes crosswalks across Harrison Street, N.E. at North Street, N.E. and across Harrison Street at Edwards Ferry Road, N.E. This project is fully funded and may be under construction the end of 2004 pending easement and right-of way acquisition.
8. *Town Plan Update:* Nick Colonna passed out a working draft of the plan review schedule. He indicated that the Town staff assigned to the project were still working on proposals for how to involve interested special advisory committees in the process early enough to help shape the draft. He will follow up at the March meeting, but it looks as though late March or April will be the earliest this input will be scheduled.
9. *Police Study results at 406 North King Street:* See item 5.
10. *VDOT Draft Policy for Integrating Bicycle and Pedestrian Accommodations:* Calvin Grow introduced this draft, indicating that it would require road projects to include sidewalk and trail accommodations as a matter of course in new road construction and road improvement designs, unless an affirmative decision was made to exclude those elements. Craig Lane questioned the value obtained versus cost, especially for road construction in environments generally unfriendly to pedestrian and bicycle traffic. Ric Knight indicated that the draft reflected effective lobby by pedestrian and bicycle trail enthusiasts and the Committee noted that the item was presented so that people who wanted to comment during the review process would know to do so.
11. *Update of 2000 Residential Traffic Task Force Report:* Liz Whiting reminded the Committee that she had asked that this item be added to the agenda based on (i) Peg Coleman noting that citizen requests for traffic calming projects using cost estimates from the original report don't reflect the experience of the Town in recent bids suggesting that costs will run 100% more and (ii) Craig Lane's suggestion that the sign-posting outreach used in Tavistock Farms likely would have averted much of the Woodlea Manor citizen outrage at the all-way stop sign requests pursued by Greenway Farms residents. Liz Whiting raised other factors: Arlington County reported their experience indicated that a support ratio of 60-65% was more reasonable than setting the

bar at 75%, and that such a requirement would also support a more liberal definition of “affected area” than a measurement where a 3-1 support ratio was required. Liz Whiting also questioned whether setting the first involvement by the Committee in traffic calming requests only after staff determined no action was warranted is appropriate; for example, the indications that a traffic signal was warranted at the intersection of Edwards Ferry Road, N.E. and Catoclin Circle, N.E. also supported installation of the all-way stop signs and the residential neighborhood to be affected might be passionately opinionated regarding which device might be selected. Liz Whiting also questioned whether the Committee should look at various alternatives to the present notice provisions, (e.g., whether the sign required in the all-way stops was also appropriate for other proposals, including the pilot projects, and whether a telephone caller should be invited to visit a website for more information as well as the opportunity for input and whether community meetings should be scheduled and advertised as part of this process). By contrast, Ric Knight noted that Town residents were used to the regime of mailed notices and opportunity to attend meetings at which proposed projects are discussed. Calvin Grow will circulate copies of the Arlington County program materials as well as a handout describing Fairfax County’s 12-step traffic-calming program with the March meeting materials and the matter will be scheduled for discussion at the April meeting.

12. *Committee member concerns:* Mr. Jackson discussed his handouts regarding, first, neighborhood concerns with the effect of expanding operations at the Loudoun Street campus of Loudoun Hospital on the surrounding residential neighborhoods. The Committee indicated that it would await a referral from the Town Council before looking for a role in this matter. Secondly, Mr. Jackson reviewed the request by Delegate May that the Town consider undertaking maintenance of the portion of Edwards Ferry Road, N.E. from the eastern Town limits to River Creek Parkway. The Town is strongly opposed to taking over this burden, which is otherwise required to be borne by VDOT.

The meeting was adjourned at 8:35 p.m. The next meeting is Monday, March 1, 2004 at 7:00 p.m. Staff is to contact Liz Whiting if anything arises needing Committee consideration in the interim.